

# Lunken Airport Oversight Advisory Board

December 9, 2002

## Board Members present:

Rob Rubin, Chairperson  
Steve Shaw, Vice-Chairperson  
Krissi Barr  
Mike Conaton  
Scot Conover  
Tom Edwards  
Mike Lacinak  
Joe Llamas

North Community Representative  
East Community Representative  
At-Large Representative  
Corporate User Representative  
West Community Representative  
Fixed Base User Representative  
South Community Representative  
Private User Representative

## Board Members absent:

Eric Partee

Recreational/Environmental Representative

## City Staff present:

Eileen Enabnit  
Dan Dickten  
Don Rosemeyer  
Bob Vickrey  
Steve Fagel  
Bob Wessel  
Elaine Luchi

Director of Transportation & Engineering  
Airport Manager  
Principal Engineer  
Supervising Engineer  
Assistant City Solicitor  
Noise Compatibility Planner  
Administrative Technician

## Call to Order and Opening Remarks

Mr. Rubin called the meeting to order at 4:30 p.m.

## Review and Approval of November 12, 2002 Minutes

Mr. Conaton moved to adopt the minutes as written. The motion was seconded and passed 8-0.

## Revised LAOAB Resolution Regarding Weight-Bearing Capacity

The Board was scheduled to vote on a revision to their pending resolution which would allow the City to seek an increase in the published weight-bearing capacity to 100,000 lbs. (dual-wheel) maximum gross take-off weight. The Board heard comment from three individuals opposed to the revision and three individuals in favor of the revision.

## Arguments that were made against the revision included:

- ✈ Any changes should wait until the ongoing Part 150 Noise Study and future Master Plan Update are complete.
- ✈ Residents in nearby neighborhoods do not want this change.
- ✈ Communities are concerned this will result in increased noise, increased pollution, and

- decreased property value.
- The Working Group did not include neighborhood representatives other than those from the LAOAB.
- The current process of granting waivers of weight-restriction should continue.

Arguments that were made in favor of the revision included:

- The Working Group's decision to recommend the change was reached based on information gathered over several months.
- The Airport was here before many of the residents.
- Property values have increased.
- Some of the noise is from CVG air traffic.

Each Board Member then spoke on this item. Comments included:

- There was considerable fact-finding involved.
- This is a reasonable compromise that holds the 100,000 lb. restriction for ten years.
- Newer aircraft are generally quieter.
- There are very few older (noisier) aircraft weighing between 70,000 - 100,000 lbs. still in operation.
- The alternative may be a published weight-bearing capacity of 120,000 lbs.
- A projected increase in fuel sales would have a direct impact on the City.
- Lunken is limited by its facilities and surrounding terrain to certain types and numbers of operations.
- This strikes a balance between being a neighborhood-friendly airport and a corporate-minded city.
- This is not about freight or scheduled passenger service.
- Regional commuter aircraft weigh below the current published 70,000 lbs.
- Planes weighing 100,000 lbs. or more currently operate at Lunken under waivers.
- There have not been noise complaints on waived aircraft weighing between 70,000 - 100,000 lbs.

Mr. Rubin presented the following: "Resolved, that the City of Cincinnati shall not increase, or take any action which would result in the FAA mandated increase, of the published aircraft weight bearing capacity of any Lunken Airport runway, over the maximum gross take-off weight of 100,000 lbs. (dual wheel aircraft) for a period of ten (10) years after the date of the adoption of this Resolution, unless during such ten (10) year period this Resolution is repealed by the affirmative action of Cincinnati City Council." The motion was seconded.

Mr. Shaw moved to postpone the vote until the Board's February meeting. The motion to table was seconded and resulted in a tie as follows:

Mr. Rubin - Y  
Mr. Shaw - Y  
Ms. Barr - N  
Mr. Conaton - N

Mr. Conover - Y  
Mr. Edwards - N  
Mr. Lacinak - Y  
Mr. Llamas - N

A vote was taken on Mr. Rubin's resolution and passed 7-1 as below:

Mr. Rubin - Y  
Mr. Shaw - Y  
Ms. Barr - Y  
Mr. Conaton - Y

Mr. Conover - Y  
Mr. Edwards - Y  
Mr. Lacinak - N  
Mr. Llamas - Y

#### Administration Report on Pending and Proposed Capital Improvements

Ms. Enabnit informed the Board that the City is finalizing its 5-Year Airport Capital Improvement Plan to be sent the Federal Aviation Administration. Since the target submittal date of November 30 had already passed, the City would prefer not to wait until after the next LAOAB meeting. This was agreeable to the Board.

#### Administration Report on Status of Master Plan Study and Part 150 Study

The Part 150 Study is running 2-3 months behind schedule. Mr. Vickrey reported that he now has the single-event noise information which he will forward to the Board. Mr. Rosemeyer cautioned that this is raw data and includes measurements of noise from sources other than aircraft.

P.B. Aviation estimated that 60 people attended the noise workshop on November 25. It included a workstation where attendees could submit written remarks/questions. Citizens may also submit comments by e-mail to [noise.study@rcc.org](mailto:noise.study@rcc.org).

Mr. Vickrey stated that residents and Community Councils will be given 30-45 days notice of future public workshops. The next Planning Advisory Committee meeting will take place in January and will include discussion of dates and times of upcoming workshops.

The City has received the revised workscope for the Master Plan Update and the contract is in process. A Planning Advisory Committee will be created similar to the Part 150 Study, however not for 1-1½ months. Mr. Vickrey will be able to provide more detail at the Board's next meeting.

#### Noise Report

Mr. Wessel reported that there were 9,929 operations in the month of November. He received 118 complaints including four weather-related, 2 CVG, and 23 that could not be corroborated. There were 20 waived operations and three complaints, all attributed to the same DC-9. Mr. Wessel had been out of the office for several days at which time his voice mail became full and some residents were unable to file their complaints.

Mr. Wessel reported that there was one run-up that took place prior to the 7:00 a.m. time stated in the Letter of Agreement. Since AirScene does not identify aircraft conducting run-up operations, he relies upon persons on the airfield to supply this information. Mr. Rubin noted that this issue may need to be addressed with a policy and the Airport may need to consider a hush house

Public Question and Answer Period

Several speakers reiterated what had been said earlier in the meeting by those opposing the revision to the resolution. Because the meeting had run late, not everyone who had completed a Speaker's Request Card was able to address the Board. Mr. Rubin invited all in attendance to the next LAOAB meeting on January 13, 2003.

Mr. Conaton moved to adjourn. The motion was seconded and the meeting adjourned at 6:25 p.m.